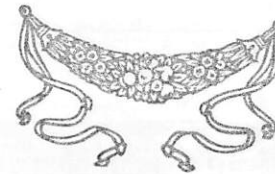


*Roads & Postmasters in  
Wasatch & Summit Cos.*

# ECHOES OF YESTERDAY

Summit County Centennial History

Compiled by  
MARIE ROSS PETERSON  
Assisted by  
MARY M. PEARSON



PUBLISHED BY  
DAUGHTERS OF UTAH PIONEERS  
OF  
SUMMIT COUNTY  
1947

County; Heber City and Midway in Wasatch County, to Provo City in Utah County. Your prompt and favorable consideration of the foregoing memorial is most respectfully solicited and in duty bound, your memorialists will ever pray. Signed, February 17, 1869.

For postmasters the following names were suggested: For Coalville, John Boyden; Union, Alonzo Winters; Wanship, Stephen Nixon; Peoa, Abram Marchant; Kamas, Willet Harder; Heber City, J. W. Witt, Midway, David Van Wagoner.

One of the earliest records of road building is found in "Founding of Utah," page 23, wherein the following is stated: "In 1855 the Provo Canyon Road Company was incorporated by the governor and the legislature and authorized to build a road to the mouth of Provo Canyon through what is known as Kamas and eastward to the main traveled road from the Missouri River to Great Salt Lake City and keep same in good repair." This was the old Weber Canyon Road.

On March 9, 1861, the first division of the County into precincts was named as follows:

Precinct No. 1. From Echo to Bradbury's Ford.

Precinct No. 2. From Bradbury's to bridge across 3-mile canyon.

Precinct No. 3. From 3-mile canyon bridge to north end of Kamas prairie.

February 17, 1862, we find the following precinct divisions in the County:

1. From North line of County to mouth of Echo Canyon.
2. From Echo Canyon to Bradbury crossing.
3. From Bradbury crossing to Weber river crossing between 3-mile and Peoa.
4. Everything north of Weber River.
5. Everything South of Weber River.

Fence viewers were appointed at the second session of County Court and the county was divided into precincts. As fields were fenced, the fences were put up around the fields of a community fencing all fields in together in one large field. Then "fence viewers" were appointed by the county court and they would decide what kind and quality of fence would be necessary. The following fence viewers were appointed:

George Goodwin was appointed in precinct No. 1 extending

from Lost Creek to the mouth of Echo.

Leonard Phillips and Joseph Phillips were appointed in precinct extending from Echo to Bradbury's Ford.

Thomas Nixon and Reynolds were appointed in precinct No. 3 extending from the south line of No. 2 to the bridge over Weber River near 3-mile Canyon.

William Boyce was appointed in precinct No. 4 extending from south line of No. 3 to the north end of Kamas Prairie.

These fence viewers would decide if the fences were adequate to keep out cattle or to protect the crops. When the crops were harvested a time was set to turn the cattle on to the crop ground. As time went on men fenced their own fields separately so fence viewers were not needed.

The records of the Summit County Court furnish some interesting items in regard to proceedings concerning early day roads.

May 7, 1862. The court proceeded to set off the county into six road districts with a supervisor over each. These supervisors were: Jacob Huffman, John Jones Allred, Stephen Nixon, Orin S. Lee, Charles Rupell, William H. Kimball.

May 8, 1862. A petition by the court to Samuel and Newman Williams to build a good road into East Canyon on the west side, about 2 miles below Fergeson's. Shall have control of all timber 1 ft. and over. All persons shall have right to travel said road and haul any timber under size mentioned, free of charge.

July 8, 1865. Petition granted citizens of Peoa and Three Mile Canyon for a free bridge and county road on the east side of Weber River.

September 3, 1866. Report of road commission locating a road between Peoa and Wanship was accepted and road ordered to be opened.

April 1867. Location of the county road at Rockport was considered and agreed upon. The selectmen would meet the supervisor May 20 to locate road.

The petition of Samuel Riter for an allowance for County Road was taken up. John Malin was appointed on a committee on the part of the County to meet a man to be appointed by Samuel Riter. These two were to choose the third to appraise the value of a strip of land two rods wide taken from



Samuel Riter's land to widen the county road between Rockport and Peoa, in order to make the road 6 rods wide there.

A petition of 56 residents of Coalville wanting a county road laid out through the new county purchase, which was laid over until today.

The court agreed to donate the land for a street five rods wide when the citizens of Coalville are ready to fence or enclose it.

Petition of S. R. Atwood and others for an appropriation to make a road in Kamas Prairie on which to expend the delinquent taxes.

Another important factor in the building of roads was industry. Roads were built to many saw mills in the surrounding forests.

Record is found in the Western Book page 103, of the petition of Archibald and Neil Gardner for the control of the saw timber and a water privilege near the Beaver dams on the Weber River above Kamas prairie.

Archibald Gardner spoke of his exploring the Weber River 19 years ago, intending at that time to start some saw mills to saw lumber. The place where he wanted the grant was located about 6 miles above Wiscon and Perfries Mill, and interfered with no other privileges. Notices were posted up in three places and petition granted. The county court reserved the right of control of the grant in order to allow the people all the poles and logs that they wanted for their own use.

It is interesting to note in what esteem President Brigham Young was held by everyone for there was this further stipulation, by all members concerned: "If President Young wants an interest in the timber he is welcome to it."

Also recorded as of March 5, 1861 is the petition of Samuel Sudbury and Company asking for exclusive rights to locate a mill site on Chalk Creek near what was known as Sulphur Springs; the petition was granted.

March 4, 1861 — A. B. Williams, Jacob M. Truman, and William Henefer were appointed Selectmen of Summit County. Their first day's business was to handle a petition of J. D. Huffsaker and Company for a sufficient amount of timber to justify building a saw mill in Weber Canyon, above what was known as Rhodes Hunting Ground.

The petition of Arza B. Hinckley and Henry B. Wilde for the establishing of a Fishery on the north side of Echo Canyon about 8 miles from Echo City was taken up. Three notices were posted up. Elias Asper moved that it be granted; seconded; carried. The following ordinance was passed:

"An ordinance to prohibit Fish Traps and other contrivances for catching fish in the streams of Summit County." Then the details of the ordinance were given.

One important feature in the building of roads was the enactment of the pole tax law. The law was approved January 16, 1860 by the state legislature. It required that every male inhabitant over 16 years of age and under fifty years of age, donate two days of labor, at \$1.50 per day. This labor was to be performed in the limits of the counties on any territorial or county road under the direction of a supervisor.

Here is an excerpt from Section 1743 of the Laws of Utah:

"Two days work of eight hours each, or in lieu thereof, \$3.00 in lawful money, is an annual road pole tax upon every man over 21 and under 50 years of age not physically incapacitated to work and not exempt by law. Within incorporated cities or towns said pole tax may be collected by incorporated cities or towns, shall be expended under the direction and pursuant to the orders of the board of County Commissioners of the county in making and improving highways. All money collected in lieu of labor except as shall be collected by incorporated cities or towns shall be paid into the county treasury and shall be expended on the public highway under direction of the board of county commissioners."

This law was put into effect in Summit County.

In days when cash was scarce and roads were so important in the development of the county, the poll tax played an important role in helping to build roads. Many boys of high school age made the money to attend high school by going to the tax payers and arranging to work out their poll tax and thus receive the \$1.50. This seemed to be the custom in many towns, and Mr. Raddon of the Park Record tells that it was especially prevalent in Park City. The poll tax did much to improve the roads as work was done on the trails which were being used.

The poll tax went through various changes. In 1870 the

age was raised from 50 to 60 years, then again lowered to 50 in 1901. The age was also raised from 16 to 21 years. In 1909, the National Guard was exempt. In 1911, every soldier and sailor who was in the Spanish American war was exempt.

It appears that either the poll tax was not enforced in the last years of its life or was paid in cash as the price of wages increased and \$1.50 became small wages for a days work. It seems that inhabitants whose memory goes back to 1890 and the early 1900's remember the poll tax but later they do not.

The poll tax was repealed in 1919. Chapt. 83, Laws of Utah.

Another means of helping to finance the building of bridges and roads was the erection of toll bridges and toll gates.

The Deseret News for May 29, 1861, contained an interesting column. It mentioned the progress of settlements on Weber River and that range for livestock was reported good. "A good bridge has recently been built over the Weber River some five or six miles below the mouth of Silver Creek, which although not so expensive and elegant as some which have been constructed in Utah, Great Salt Lake, and Weber counties, is pronounced a substantial structure by those who have crossed it. Another bridge is being built over the same stream a few miles above Silver Creek which is shortly to be finished."

Apparently there were three toll bridges across the Weber in 1861.

On June 16, 1861, the Deseret News again reports of this bridge—"The bridge across Weber was broken down a few weeks since and has been rebuilt."

March 6, 1865 the County Court granted to Henry W. Brizze and Henry S. Alexander the right to construct a road to run east and west and to be in the most feasible place across the Weber River in the town of Wanship and a grant for a toll bridge or bridges across the Weber River was approved. This bridge was completed May 15, 1865 and was located at Wanship where the old traveled road crossed the river. The company was to hold the bridge and keep it in good repair until they had received the cost of construction and 50% over and above expenses.

Rates of toll were as follows:

Vehicles drawn by one animal	\$1.00
Vehicles drawn by two animals	2.00
Vehicles drawn by four animals	4.00
Vehicles drawn by six animals	6.00
Horsemen	.60
Loose horses, mules, or cattle	.25
Cattle	.05

The territory of Utah seem to have taken over the jurisdiction of this bridge for on January 18, 1867 the toll rates are lowered.

Vehicles drawn by one animal	\$1.00
Vehicles drawn by two animals	1.50
Vehicles drawn by four animals	2.00
Vehicles drawn by six animals	.75
Each pack horse	.25
Horseman	.25
Loose horses, mules, jack, camel, ox, cow, or bull	.10
A score of sheep, goats, or swine	.50

Five percent of the toll collected to be paid to the Territorial Treasury for the benefit of common schools. In eight years the bridge to be turned over to Territorial Road Commissioners as property of the Territory. Approved January 18, 1867.

The rate of toll was again lowered until toll rates were:

Two animals	\$ .10
Four animals	.18
Six animals	.25
One animal	.10
Pack animals	.02
Horsemen	.02
Loose Horses, etc.	.01
Score sheep, goats, or swine	.06

One interesting note was that the list of toll rates should be required to be kept posted up at the toll gate instead of at the ends of the bridge so that rates could be read before crossing the bridge. Every obstruction to the fording of rivers was prohibited; also taking toll from those who ford it. Approved February 1868, Territorial Laws, 1850, Compiled



Laws, 1870.

On July 8, 1865 W. H. Kimball was granted the right to collect toll on a bridge he had made in Parley's Park. He charged 25 cents on all freighters. Citizens of the county were to pass free. In March, 1866, this petition was revoked.

Toll sometimes was collected by individuals on their own property from persons crossing. It appears that was done independently of the county and they could collect over an undetermined period of time.

The legislature on January 19, 1866 approved an act establishing a territorial road from Great Salt Lake City to Wanship, Summit County, appropriating \$6000 for building it. It was to lead up Big Canyon, over Parley's Park. Across East Canyon creek near Fergeson's settlement, and through Parley's Park to Kimballs ranch. Thence over the Summit and down Silver Creek canyon to Wanship. This road was divided into four sections and toll gates were to be erected one to each section. The sections were divided as follows:

1st section — Charles Deckers to Hardy's.

2nd section — Hardy's to crossing of East Canyon creek near Fergeson's.

3rd section — East Canyon creek crossing to Summit of divide between East Canyon and Silver Creek.

4th section — Said divide to Wanship.

This last toll gate in Silver Creek Canyon a few miles west of Wanship gave the canyon its name—"Toll Gate Canyon".

This road up Silver Creek Canyon was considered to be the best road in the County. With no down hill on the way up the canyon and no up hill on the way down.

When the railroad was built up Silver Creek the road was sold to the railroad company by the County Commissioners and a new road had to be built. The travel from Salt Lake was sent by 3-mile canyon again while the road was in progress of being made.

#### POLITICAL HISTORY

Names of the officers who have filed bonds and taken oath of office since January 1, 1869-71:

June 3rd;

Probate Judge — Azra E. Hinckley.

Selectmen — Orrice S. Lee, Elias Asper, and Ross R. Page.

Recorder — Thomas Bullock.

Assessor and Collector — Marqus F. Lee.

Treasurer — Thomas Bullock, and Henry Evans.

Sheriff — Clarence E. Griffin

Coroner — Marqus F. Lee.

Surveyor — Charles E. Griffin.

Road Commissioner — Ross R. Rogers.

Notary Public — Thomas Bullock.

Superintendent of Schools — John Boyden.

"I am glad to report so many officers qualified. It has taken a vast amount of effort to accomplish the object. There was not a correct bond on file when I was appointed to office." (Thomas Bullock, Clerk, and A. E. Hinckley.)

PRECINCT	CONSTABLE	SCHOOL TRUSTEES
Coalville	Jo. Hy Phippen	John Boyden
Unionville	Ed M. Allison	John Allan
Wanship	C. S. Crittenden	William Hodson
Rockport	John M. Malin	W. P. Brown
Peoa	William Gibson	Charles T. Mills
Kamas	Jacob N. Workman	Richard Birch
Parley's Park	Micah Harris	Hans O. Young
Heneferville	Merrit Staley	John Bates
Upton	SUPERVISOR OF ROADS	George Moore
JUSTICE OF PEACE	Thomas Copley	Ephraim M. Green
Leonard L. Randall	Oliver H. Harmon	John M. Malin
Elias Asper	Henry Reynolds	John Hortin
Chas. Rhodeback	Henry Seamons	Orin S. Lee
Chas. Carter	Charles Russell	A. G. H. Marchant
Ephraim Green	Eph. S. Snyder	John Maxwell
Abraham Marchant	Charles Richins	John Lambert
Ward E. Pack	Chester Staley	George B. Leonard
Charles A. Harper	POUNDKEEPER	William Gibson
William Bond	William Gunn	Samuel P. Hoyt
Joseph Huff	John Bates	James Woolstenhulme
	Ben A. Miles	Anders Peterson
	John Lambert	Joseph E. Foster
	Robert Jones	Charles Richins
		William Bond

#### HISTORY OF HENEFER

(Compiled by Fannie Richins)

*We're on the path of the Pioneers  
Beyond the prairie and plain,  
Founding the trail of the spirit  
Seeking a friendly domain*

*Out from the broad Weber River  
Daily they travelled across,*